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TOPIU	LINE STATE	Norseburg Airfield	and the sections because a	онтин с 2000-г. (Македителен наферальный управлений существа	25X1A
e menety manyerance	LALONO SMLA. V	25×10^{-10}			
VALUATIO	N	33e below 25X1A PLACE OBTAINED	u-] 25X1A
DATE OF C	ONI	FHT 18 November to 11 December 1	951		The common and a second complete and
					es sen sullés su la Saul entrette sull'accompanien del transposite del transpo
EFERENCI	ES	HIGH Y ME THERE THE THE THE CONTROL TO A SECTION OF THE SECTION OF	anen auren	WHERE Existrates have trapped the second and trapped the second s	Print Military (1808), "Stroke "Stroke (1808) (1808) A stroke (1808) (1808) (1808) (1808) (1808) (1808) (1808)
AGES	Kernettanay-to-1	? ENCLOSURES (No. & TYPE) 1 - sketcl	h on c	litto	era e americi alizindar. Salandolphus archivolarisha polytola skilandola
		NEED. 18 ASSES (and distance consider an annual consequence conseq			
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THE PART OF PARTY PARTY.	mpikata kaliti es	## \$57.00 - 10-11 - 1488 AMERICAN COMMENT OF \$100 COMMENT OF \$			
AND CONTRACT TO SERVER WITH CONTRACTOR	acce.ac.janego var	25X1X			
antimine of stately villacine	lardress ordere val	A CONTRACTOR AND	South Son more attributes se	difference say a service recommenda de consequencia de consequ	nno en allemento de estretaciones e constenta, servicio escribiras facesentaciones deleniros en
_					25X1B
1.	l.	Between 18 November and 2 December	r 1951	. the landir	ng field in
		The northeastern section of Mersebu Construction equipment which was no	urg ai	rfield was a	raded.
		away. All roads approaching the lar	ading	field were h	clocked. Classe
		were held and close order drill was the field. There was no flying.	s prac	ticed near d	ne nangars of
	2.	The field was enlarged to the north staedter Strasse between 2 and 11 I	least	beyond the i	ormer Lauch-
		graded by 9 December, and all the corresponding was a	constr	uction equip	area was
-	3.	On 7 December, excavation was under hangar 3, where about two hundred 2 and seven large fuel containers were	° way 200-11	about 50 met ter barrels.	ers from 2501 four small
		probably be constructed there, of the fuel containers at about 2.	meta	rs. The larg	e containers
		vere 3 to 10 meters long and the smoot 4 to 5 meters.	Ball C	ontainers na	a length
4	4.	On 11 December, the landing field i	nolud	ing the runv	av was service
		able. No tents or trucks were obser- runway including the rolled extensi	eved o	n the landin	g field. The
		3,000 meters long. There were no rullacilities.	inway	or boundary	lighting
		MacLities.			
	5.	The barracks buildings were occupied the air force soldiers billeted on	ed by	an estimated	1,000 men.
		to quarters while the artillery sol	diers	were allowe	d to leave
		their quarters. All of the air forceinsignia. The ranking officer obser	e sol	diers wore p	ropeller
		Three majors, several captains, sen	ior 1	ieutenants,	lieutenants,
		and five paymaster officials were a but only a portion of the numerous			
		privates were no decorations. **			
		CONFIDENTIAL			
ide (Principal (Principal and Capally on July 1845)	a Richte des	CLASSIFICATION SECRET-CONTROL/U	S OFF	ICIALS ONLY	
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2	25X1A
:	Comment. For the location of Adcock DF station, see Annex. Comment. The information on the completion of construction, the erection of a DF station, and the occupation of the Barracks buildings indicate an expected occuration of the field by an cir unit. on 15 December 1951, the field was occupied by a new righter regiment which was previously
	stationed in Koethen. 25X1X

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